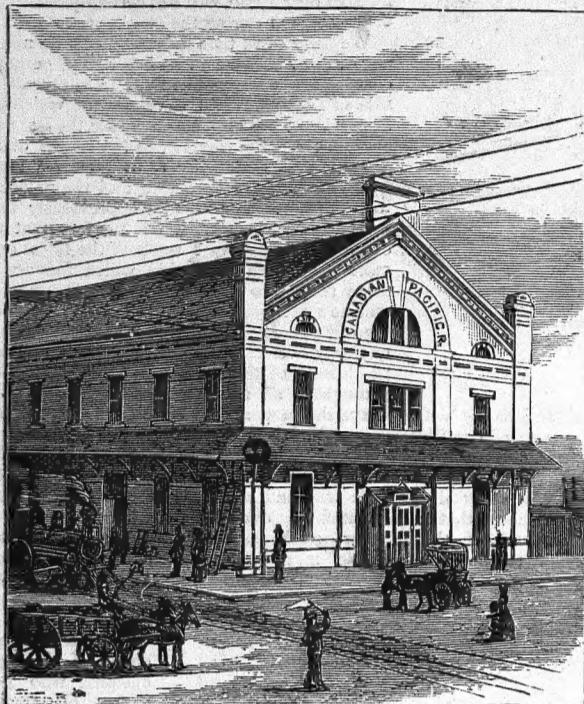


Pam
971.2
P611

THE CANADIAN NORTH-WEST.

ALONG THE LINE OF THE CANADIAN PACIFIC RAILWAY.

SPECIAL SUPPLEMENT TO "THE PICTORIAL WORLD," SATURDAY, APRIL 21st, 1883.



CANADIAN PACIFIC RAILWAY STATION AT WINNIPEG.

ther results which are likely to ensue. That this may be the case, let us follow the steps of most travellers to the North-West, and note a few of the facts and sights which are sure to come within their observation and knowledge.

Winnipeg is the central point at which all who are bound for the North-West must first aim, whether they start from the Old World, from the Eastern Provinces of the Dominion, or from the United States. A glance at any recent map of the country will clearly show why this is so. For it will at once be seen that, from its natural position, the city is destined beyond all doubt to be the great distributing centre between the East and West—the doorway through which must pass all traffic across our North American territories. So obvious is this fact, that at the present moment no less than seven distinct lines of railway meet within its boundaries. Hence, whatever may be his ultimate destination in the prairie lands of the North-West, the traveller, be he emigrant or tourist, makes first for the capital of Manitoba. And while there he will certainly both see and hear much that will surprise and impress him.

Some of the features of the place which he cannot fail to notice immediately he arrives, are depicted in our first illustrations. As is shown by the general view of Winnipeg which we give, the visitor will find himself in a populous and thriving city situated at the confluence of two large rivers, the Red River and the Assiniboine. Its streets, he will see, are broad and well planned, and lined with handsome stores and warehouses, public buildings, and private residences. Of these, our engraving of Main Street will convey some idea. For this is the thoroughfare of which the citizens of Winnipeg are especially proud, and with good reason. It extends for nearly two miles; its width is no less than 132 feet; and on either side, throughout its entire length, are ranged shops and houses and public edifices, built in as substantial a style as could be desired; and the traveller will notice further, that on every hand there are proofs that the inhabitants apparently enjoy all the advantages and conveniences they could obtain in any old-established metropolitan city. The electric light and gas are both in use; a street railway is in operation; a fire brigade has been organised; municipal government is in full working order, and has its headquarters in a City Hall which would certainly not discredit any manufacturing town in our own country.



MANITOBA COLLEGE, WINNIPEG.

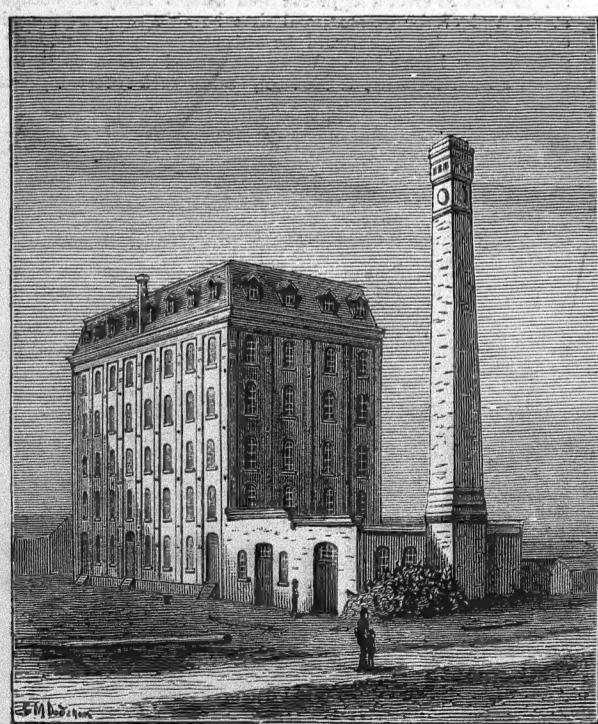
We have heard a good deal of late about the development of the Great Canadian North-West and the opening up of vast districts in British North America, which promise to rank among the most flourishing and important grain-producing regions in the world. But in spite of all that has been said on the subject, it is perhaps doubtful whether many Englishmen fully comprehend the remarkable nature and extent of the change that is going on in this portion of our Empire. Our supplement this week will help in some measure to make good any deficiency that may exist in this respect, for the outline we now propose to give of one of the most striking chapters of current history will enable our readers to realise the wonderful transformation that is going on in Canada's hitherto undeveloped interior, and to perceive also the causes which have produced it, and some of the fur-



BIRD'S-EYE VIEW OF WINNIPEG, THE CAPITAL OF MANITOBA.

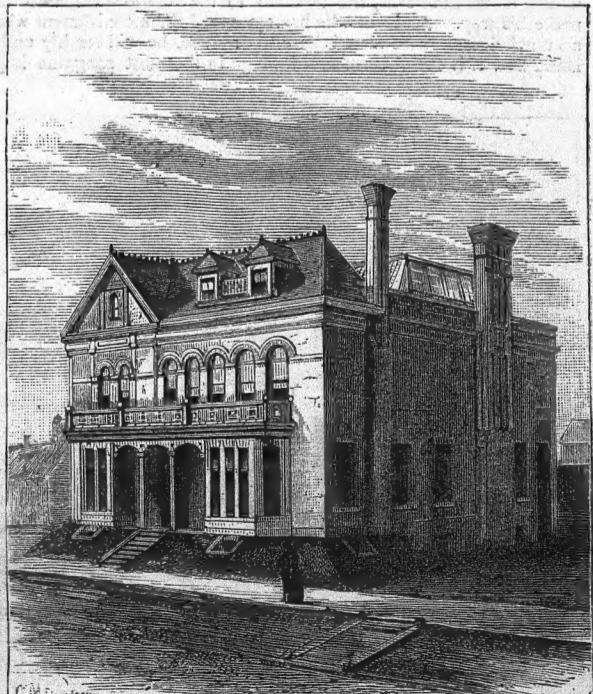
The numerous places of worship, the large schools and colleges, the capacious public offices, and the imposing business establishments of various kinds are all outward and visible signs, too conspicuous to be overlooked, of undeniable commercial and social progress. We may refer, by way of example, to those which we specially illustrate. The Ogilvie Mill is practically the first building to attract the eye and attention of the new-comer. Its lofty shaft and the solid six-storey erection behind it, seem in fact to dwarf every other structure in the vicinity, and at once impress the beholder with a sense of the magnitude of the milling business already developed in this new wheat-land. Similarly, Manitoba College—one of the three colleges forming the young University of Manitoba—shows how carefully the educational needs of the city and the province are being considered. And the "Manitoba Club" proves that Canadians of the North-West are not a whit less social in their tastes and instincts than their kin in the old country. This club-house is neat in external appearance, and most comfortable in its internal arrangements. "Though acquainted with many clubs," writes that experienced traveller, Mr. Fraser Rae, "I know of few wherein dinners are supplied of equal quality at so moderate a charge as in the Manitoba Club." Obviously, matters of cuisine receive due attention out Far West.

Such, then, are some of the chief characteristics of Winnipeg, which must very forcibly impress the mind of the stranger. Imagine, therefore, his surprise when he learns that the city is not yet in its teens. It is true that it manifestly lacks the charm of antiquity, or anything approaching it; that, on the contrary, it "looks new," and is still growing fast. Yet it seems incredible that in less than a single decade it should, practically speaking, have sprung from nothing into the busy and important commercial capital it now is. The story of its rapid growth is indeed most remarkable. Twelve years ago the traveller to the same spot would have come upon a very different scene. What is now one of the "busy haunts of men" was then simply an outpost of the Hudson's Bay Company, known as Fort Garry. Near the fort was a small hamlet of some two or three hundred inhabitants, while along the banks of the Red River and the Assiniboine was a scattered settlement, where the farms were small and agriculture was carried on in a very primitive fashion.



OGILVIE'S MILL, WINNIPEG.

The community, happy and contented as it may have been, was terribly isolated from the rest of the world. The nearest railroad was hundreds of miles away. The telegraph was a wonder still to come. Once a week a mail was received and dispatched through the agency of an ordinary carrier. Trade was for the most part carried on by barter: no banks were available; and very little of the current coin of the realm was in circulation. Shortly, however, the aspect of matters began to alter. The population gradually increased; more buildings were erected; and in 1874 an Act of Incorporation was passed by virtue of which the village—as we in England should consider it—adjacent to Fort Garry, whose population did not exceed a thousand souls, blossomed into existence as the "City of Winnipeg." Its growth continued, though still but slowly, during the next few years.



MANITOBA CLUB, WINNIPEG.

APRIL 21, 1883.

Meanwhile, however, events had occurred which left no room for doubt as to the great future before the "city." It had become manifest that the construction of a Canadian line of railway from the Atlantic to the Pacific was only a matter of time; and as a first step towards the opening up of the Canadian North-West it was decided to give Winnipeg railway communication with the United States. This was done by building a line from it to Emerson, a point on the boundary almost due south, where a connection was formed with the American railroads. By the beginning of 1879 this work was completed, and it is in reality from this juncture that the history of the place dates. A great stride onwards was at once taken. The citizens agreed to build an iron bridge across the Red River, and make it free for railway and other traffic, on condition that the line were brought right into the city. Real estate began to advance in value. The population still steadily increased. Hotels and boarding-houses were crowded, and the influx of settlers, *en route* to the interior, commenced. But in the autumn of 1880 a far more powerful impetus was given to its progress. For, as is now well known, it was then that the negotiations for the construction of the Canadian Pacific Railroad were brought to a successful issue by the signing of a contract between the Dominion Government and a powerful syndicate of capitalists, who undertook to proceed forthwith with the work. The future of Winnipeg was now assured. Throughout 1881, as the Syndicate pushed on with their enterprise at a pace that far exceeded the most sanguine anticipations, the rush for the North-West was tremendous. Settlers arrived each week in hundreds. Traders and speculators followed quickly at their heels, and simultaneously with their arrival took place the great "boom" in real estate which will always figure so prominently in Winnipeg's records. Everybody who possessed or could borrow money to invest, dealt in land. Night after night the auction rooms were crowded, and properties not in Winnipeg alone, but in many outside towns and districts also, were constantly changing hands, at prices which twelve months before would have been regarded as impossible. Many fortunes were made, not a few were lost. In time, of course, the excitement died away; and by last spring the "boom" had spent itself. But behind all this speculation much real and substantial progress had been going on. *Bonâ fide* settlers had been constantly pouring in, in large numbers, had established themselves in their homesteads, and had promptly set to work to utilise their lands. So, even when all the speculative fever had subsided, Winnipeg found that her wealth, trade, and population had grown enormously. For by the end of 1881 its inhabitants numbered over 10,000, and its real estate was assessed at \$9,000,000 dols., or more than double

the total for the previous year. And, at the close of last year, a still more marvellous increase was apparent. For then the population was no less than 25,000, and the aggregate assessment over \$30,000,000 dols.

This, briefly told, is the story of the rapid rise of the busy city to which, as we have said, the traveller to the North-West must first make his way. And when he has recovered the astonishment which a knowledge of these facts is sure to produce, he will readily understand how it is the citizens still indulge in the most sanguine hopes

A SETTLER'S CAMP NEAR BROAD VIEW. BREAKING THE PRAIRIE.



for the future, and with some justice speak of their city as the "Canadian Chicago." The title, he must admit, is not wholly undeserved.

Though Winnipeg undoubtedly is and must always remain the commercial capital of the North-West, and though the rapidity of its growth is hardly likely to be exceeded, other towns and cities are springing up whose progress is scarcely less noteworthy. Several of these the traveller will visit as he journeys west, along the Canadian Pacific Railroad. Only some sixty miles distant is Portage La

it finds some warrant in the excellent situation it occupies on the river Assiniboine and the character of the land in its vicinity. Regina, "the new city of the plains," 350 miles west of Winnipeg, is another instance of rapid growth. A year ago no town or village existed bearing that name. But last summer the site which is now known by this title was fixed upon as a suitable spot for the future capital and metropolis of the North-West territories, and official notification was at once given of the choice. The result is that its residents now number over 1,000, and will certainly be trebled or quadrupled during the coming season.

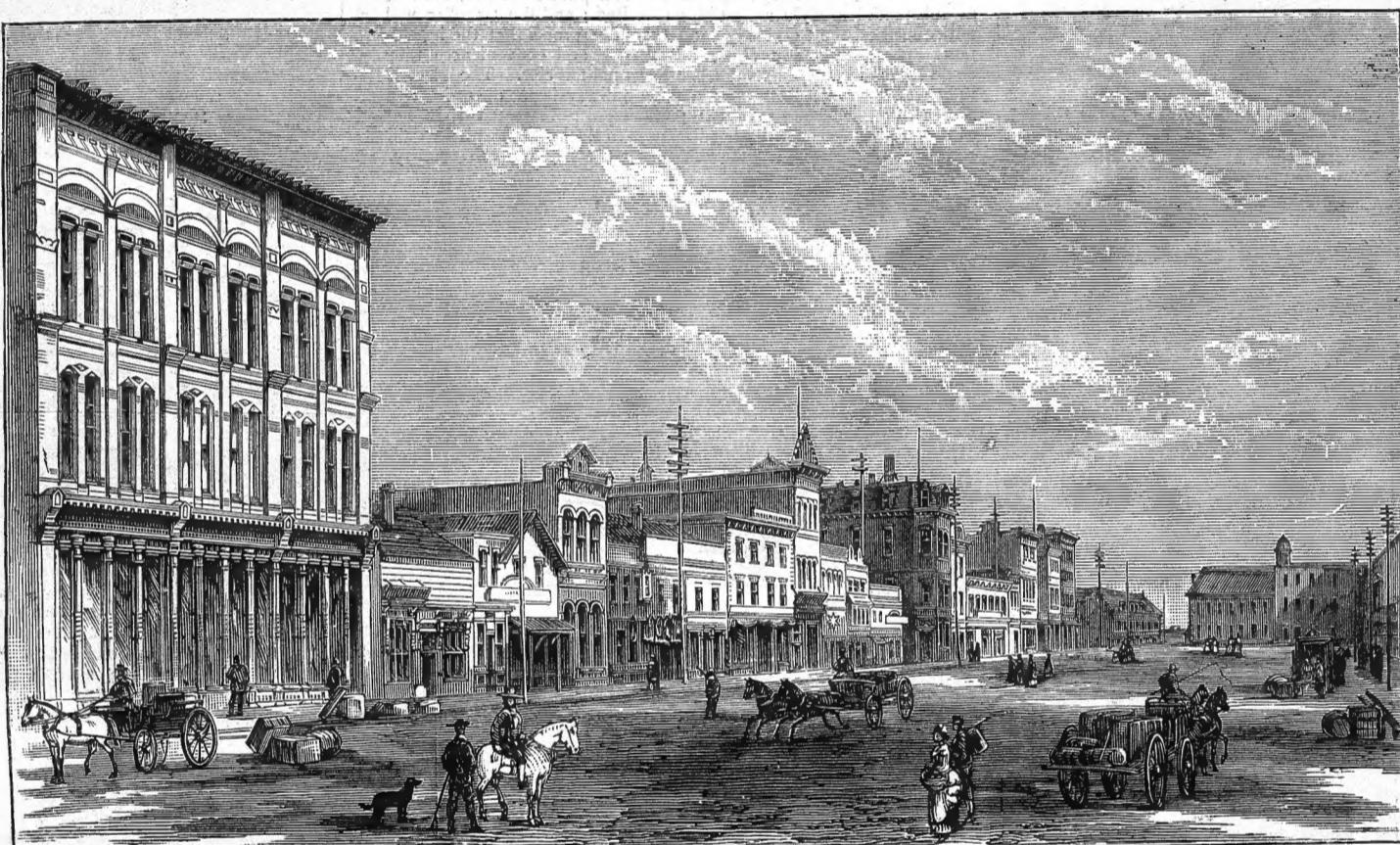
We have dealt thus fully with this branch of our subject, because in no other way, perhaps, can there be conveyed so clear and accurate an idea of the wonderful development which the North-West has undergone during the last year or two. But the traveller in the course of his journey will obtain by other means a much better insight into the cause and the nature of this progress. He will have previously been aware, no doubt, that it was the fact that the country contained vast tracts of the finest agricultural land in the world which induced so many settlers to make their way to it. And he will now see proof after proof that the advantages it offered in this respect have not been in any way overstated; for he will be able to trace the history of the farmer in the North-West throughout all its successive stages. In some directions he will observe the new arrival "breaking the prairie," as one of our illustrations depicts. Elsewhere he will perceive the progress that can be made in the first season, of which another of our engravings will give a very adequate notion. In the older districts he will find many comfortable homesteads resembling that represented in our view of a prairie farm at the end of the fifth or sixth season. Doubtless he will wish to inquire a little more closely into the matter, and it may be interesting to narrate here,

very briefly, the story he will probably be told of the usual experiences of the agriculturist who goes to try his fortune in the New World.

Suppose the settler arrives in the North-West in April or May, first he will occupy himself in choosing a good location for his farm and in purchasing the necessary supplies, without which he cannot commence operations. As to the former point he will, of course, be greatly guided by the amount of capital at his disposal, for first-class agricultural land there is almost a superabundance to select from, its price varying according to its proximity to the railway, from two dollars and a half an acre upwards. Having fixed upon the site of his future home, and having erected the tent or tents which will afford temporary shelter, he will proceed in June to "break"—that is, to plough—a small portion of his land, say some twenty acres, and from this he may if he wishes

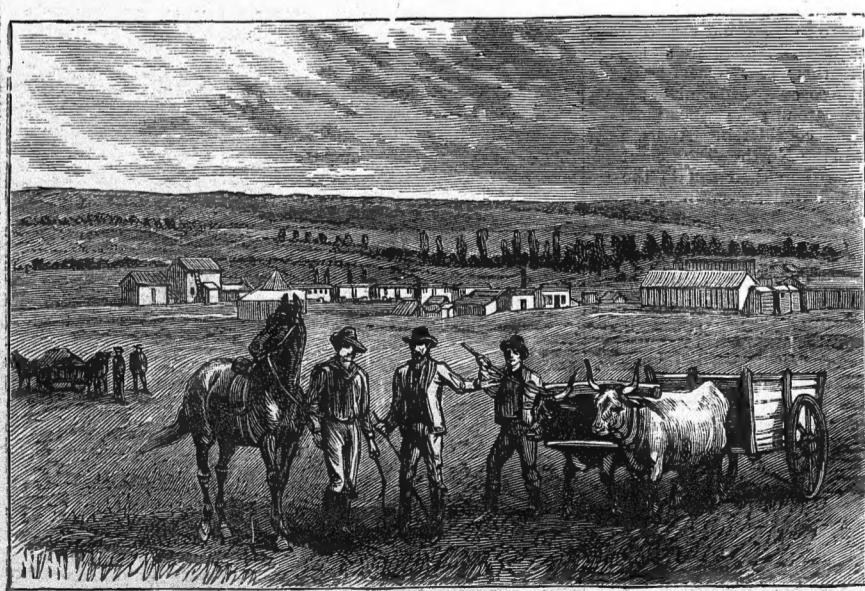
obtain a partial crop sufficient to pay some of his early expenses. In July he will cut sufficient hay to provide winter fodder for his cattle, and the rest of his time he may utilise in fencing his fields as far as possible. About the middle of the following month he will have to set to work to erect a log-house and stables ready for occupation at the end of the autumn, and thus be able to spend the winter comfortably. Thenceforward he will practically have nothing but plain sailing before him. When the second season opens he will break a further section of his farm, and in each succeeding year he

MAIN STREET, WINNIPEG, FROM DUNDEE BLOCK, LOOKING NORTH.



Prairie, the principal thoroughfare in which is the subject of one of our illustrations. This town—or "city," to use the American equivalent—came into existence almost simultaneously with Winnipeg, but it has not attained to anything like the same importance. Of late, however, it has progressed well, and now boasts of many large buildings, stores, and churches. An extensive district of fine agricultural country surrounds it, and it certainly bids fair to "go ahead" in the near future. Probably Brandon, the next important point on the main line, will impress the visitor more. For he will be told that

only two years have elapsed since it was first surveyed and laid out as a townsite; yet at the present time it possesses a population of over 4,000, and, as will be seen by the views we give, has already developed into a commercial centre. N wonder, then, that Brandon also has its dreams of future greatness, for which



PRAIRIE FARM NEAR BRANDON.



SETTLER'S FARM, SIXTH SEASON, NEAR PORTAGE LA PRAIRIE.



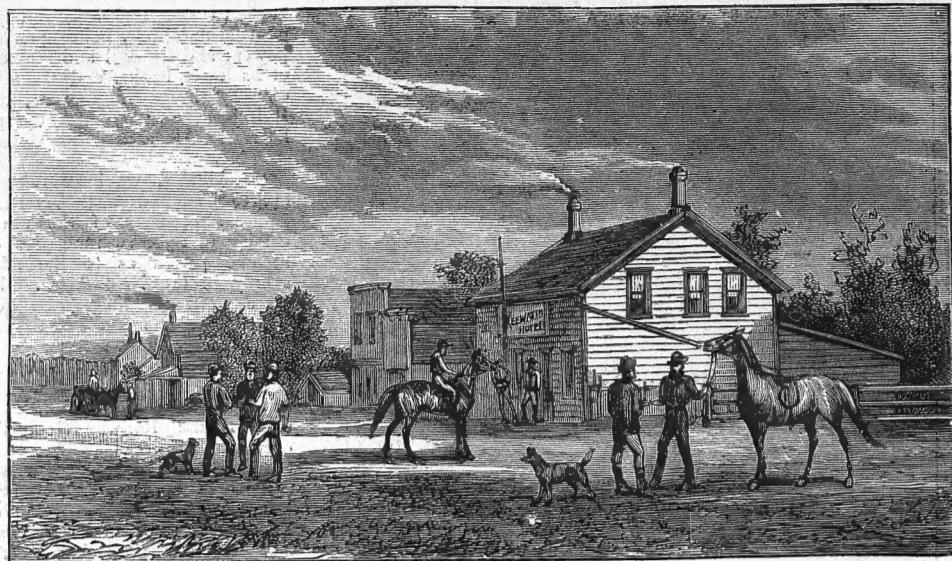
RESIDENCE, ST. JOHN'S, MANITOBA.

will extend the area under cultivation, until the whole of his property is rendered productive. And if prudent and industrious, and favoured with ordinary good fortune, he may expect to find himself in very satisfactory circumstances at the expiration of five or six years. He will be the absolute owner of a good farm; the profits on his crops will have enabled him to substitute a comfortable and spacious farmhouse for the log-house which met his first needs, still leaving him with a substantial cash balance in hand; and he may look forward with confidence to many similarly prosperous years in the future.

This, then, may be taken as a type of the experiences of the average settler, who, with some knowledge of agriculture and with the determination to succeed, arrives in the Canadian North-West with a capital of three or four hundred pounds. If he is fortunate enough to start with, say, double that sum, his position will, of course, be still better at the outset and his rate of progress proportionately more rapid. If, on the contrary, he should go out with less available cash, he will naturally have rather harder work before him; but he will have no reason to despair, for during the first year or two he can without difficulty obtain employment by which he may support himself and save into the bargain. The traveller, as he journeys from one part of this great territory to another, is sure to hear of many instances of success which fully bear out these statements. He may, perhaps, be told of one energetic immigrant who arrived in Winnipeg four or five years back with only a few pounds in his pocket, and who now owns, at Fort Ellice, one of the most flourishing hotels and one of the best paying farms in the North-West. Or he may possibly be informed of the remarkable good luck of a waiter in a London eating-house, who went out to Manitoba, took up a free grant of land, and settled down as a fairly successful agriculturist. And wherever he goes, the visitor is certain to find that contentment and prosperity characterise the majority of the population. Probably every other farmer he meets will assure him that his particular property is unquestionably the best piece of land in the country; and assuredly not one in twenty will express the least wish to return to his old home, whether he hails from Great Britain or the United States.

There is not much difficulty in accounting for this state of things. In the first place, the climate of the North-West, despite all that has been said against it by interested parties, is wonderfully exhilarating and healthy. And what is, if possible, still more important to the settler, the soil proves to be fully as fertile as it has been described. Farmers in over one hundred and fifty different localities in Manitoba have testified that the average depth

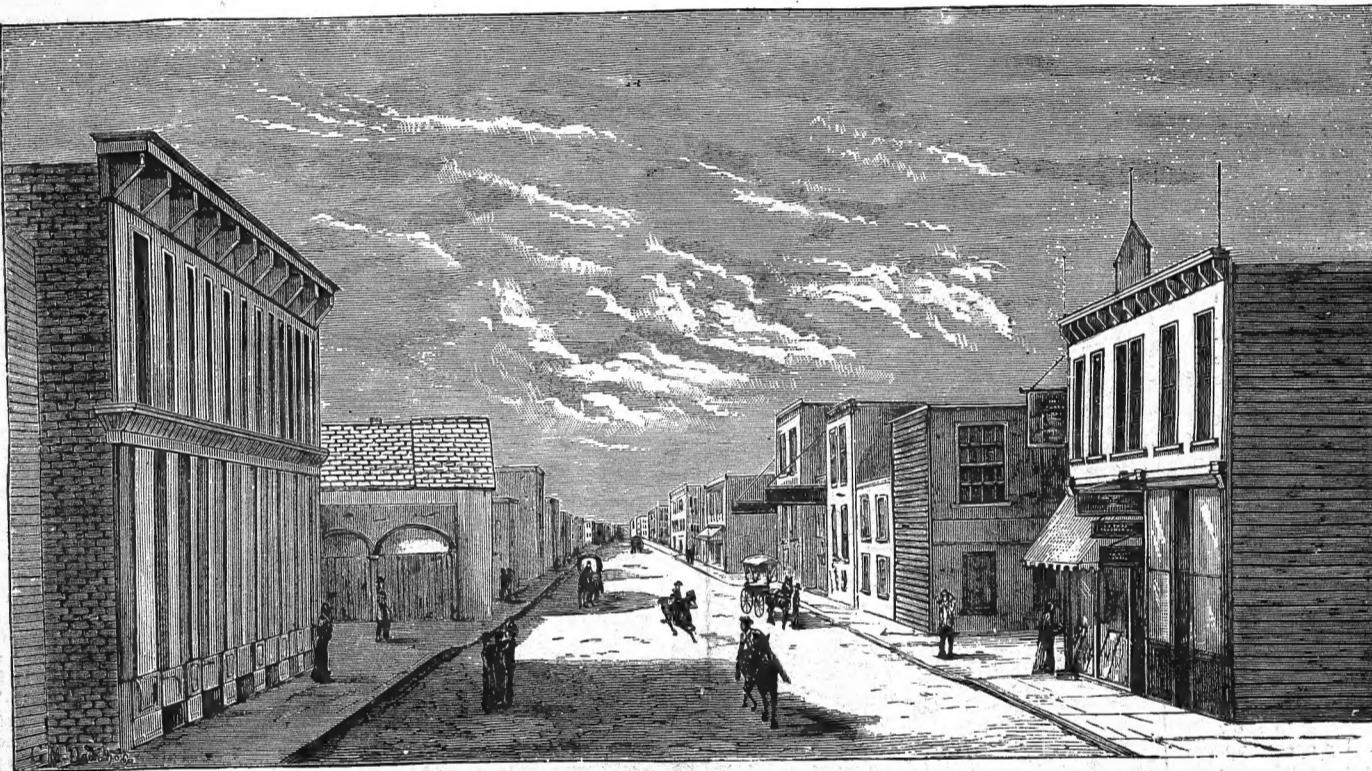
of the black loam on the pasture is more than three feet. Official returns show the average yield of crops during the past five years in the same province to be, roughly speaking, nearly double that obtained in the most productive States in the American Republic. Thus the average yield of wheat in the Canadian North-West is thirty bushels per acre, against seventeen bushels in Minnesota, and fourteen in Wisconsin. For oats the figures are fifty-seven bushels in Manitoba, against thirty-seven in Min-



A WAYSIDE INN, NEAR SELKIRK, MANITOBA.

of access. In each case the descent is about twenty feet, but the larger takes half the distance in a single leap, and the boiling cauldron of white foam thus formed stands out in effective contrast with the dark granite rocks immediately above. The other fall is far more gradual in character, and extends over nearly an eighth of a mile. Our illustration represents one of its many picturesque glens. Two more of our engravings reproduce scenes on the Saskatchewan River. This river is of great importance in many ways, but it is perhaps chiefly noted for its Grand Rapids. These rapids are nearly three miles in length, the total fall being forty-three feet. Throughout this distance there is not a foot of smooth water. The stream is generally deep, swelling in places into miniature billows, and at others broken up into a tumultuous cresset. The solitary island that interrupts its course is Calico Island. Our other view from the Saskatchewan shows that the river boasts of attractions of a different kind. For perhaps no other river in North America more thickly teems with fish than the Saskatchewan, and this, as most of our readers are aware, is saying a good deal for it in this respect.

We may pause here to call attention to one very important fact in connection with the Canadian North-West. We refer to the circumstance that the much fuller and more trustworthy information respecting it, which is now being rapidly obtained, shows beyond all doubt that its natural wealth has been greatly underrated in the past in almost every respect. Take, for instance, the immense region drained by the Saskatchewan and its tributaries. Until recently Captain Palliser was practically the sole authority upon the capabilities of this district. He estimated the extent of the valley of the river at sixty-five million square miles, less than one-third of which he considered to be fit for cultivation. But the exploring and surveying parties who have been busily at work of late find themselves warranted in forming a much higher estimate of its capabilities. It is found, of course, that the soil is far from being of one uniform quality. It is not everywhere suited for agriculture. But on the other hand it is evident that the region in question contains a much larger proportion than was at first supposed of prairie and



ROSSER AVENUE, BRANDON, LOOKING WEST.

Minnesota; and for barley forty bushels in the Canadian province, against twenty-five in the latter. Hence, as the cost of labour in the two countries is about the same, the Manitoba farmer finds he can sell his grain fifty per cent. cheaper than his competitor across the boundary, and still be as well off. As regards the quality of his crops, he also has the advantage, as even American authorities are compelled to admit; and with reference to vegetables, we may add that the products of Manitoban soil, under this head, must be seen to be believed. With all these circumstances in his favour, it is hardly surprising that the settler in the North-West should persuade himself that he is most happily situated in a land of plenty.

Such are some of the facts as to the agricultural capacities of the country, and the position and prospects of its people which would be brought to the knowledge of our traveller. But it possesses

other features which he will hardly fail to notice. If he has time and inclination to explore some of its rivers and lakes, he will come upon scenery as striking and beautiful as he would wish to behold, as indeed our engravings show. A moonlight scene on the Lake of the Woods, which we engrave, is one that will long be remembered by all who have witnessed it. For the Lake has many elements of beauty. It is situated east of Winnipeg, and is an irregularly circular body of water, from 50 feet to 100 miles in diameter, with its outline interrupted by a large promontory from the west. Its special charm, however, lies in the multitude of wooded islands that dot its surface in every direction, and make a voyage upon it resemble a trip upon a sylvan river or an enclosed bay. Day after day can be spent in boating excursions upon it without exhausting its charms; and the observant tourist will also notice that in its pine forests and the mineral deposits along its shores it possesses important elements of material wealth. Into the Lake of the Woods runs the Winnipeg River, from scenes on which two more of our views are taken. The two falls of this river are, indeed, well worthy a visit, notwithstanding their difficulty



CALICO ISLAND, SASKATCHEWAN RIVER.



LAKE OF THE WOODS.



ABOVE THE FALLS, WINNIPEG RIVER.

forest lands of the very best description. Again and again there have been discovered tracts of rich agricultural land, inferior to none in the North-West. Thus we may mention by way of example that Mr. Macoun, who has spent years in the work of exploration, and who is unquestionably the best authority that can be appealed to, declares that between the North Saskatchewan and the Battle rivers there exists one solid block of land, thirteen million acres in extent, unrivalled for its capacity to grow wheat. The soil is rich, the surface is almost level, and what slope there is inclines to the south, thereby reducing the risk of summer frosts to a minimum. Further, evidence is now forthcoming which satisfactorily establishes the possibility of successful wheat culture in northern latitudes where anything of the kind was long imagined to be wholly impracticable. Thus two or three months ago samples were received in London of excellent wheat raised at one of the Hudson Bay Company's posts more than a thousand miles north-west of Winnipeg. Corroborative testimony is to be seen in the progress which is being made in these districts despite the absence hitherto of means of communication. The settlement at Prince Albert—situated near the junction of the north and south branches of the Saskatchewan—possessed in 1877 a population of about 800, and some 1,200 acres were under cultivation. At the present time the population is said to be three thousand, and between fifteen and twenty thousand acres are being tilled. We do not wish our readers to infer from these facts that there is any need for intending settlers to betake themselves to such remote regions, while ample scope for them exists much nearer the iron roadway in course of construction across the continent. Our object rather is to show how vast is the area now being opened up, and how much greater are its resources than was at first supposed. Heretofore a belief has prevailed in many quarters that the whole of the North-West, in which agriculture is a profitable pursuit, is comprised in Manitoba itself. From what we have said above, it will be seen that this is very far indeed from being actually the case. Nor will it seem surprising, when these facts are borne in mind, that enthusiastic explorers and settlers should indulge in visions of a brilliant future for this great district. One sanguine traveller has predicted that down the rapid current of

the Saskatchewan shall float the steamboat and barge lines of the future; conveying its wheat perhaps to the seaboard, perhaps to a new Canadian Minneapolis, built upon its magnificent water power; and its coal and ore to the treeless prairies of its lower banks, and the foundries of the Canadian Pittsburgh and Lowell, that are yet to come. It is just possible that these pleasant visions may be realised at a date less distant than some of us imagine.

Incidentally, we have referred to the coal and ore to be found in the North-West. As to this point, also, facts of the utmost importance are coming to light as time goes on. Doubts existed at one period as to the adequacy of the fuel supply in the North-West. But anxiety on this score need no longer be felt. It has been believed all along that coal deposits of an extensive character would be discovered in many parts of the country, and this is precisely what has occurred. Recent explorations have proved that along the line of the Canadian Pacific Railway alone there are coal beds occupying an area of 40,000 square miles, and the probable product of four of the chief mines is assessed at no less than twenty-four million tons. Moreover, the quality of the deposits is found to be as satisfactory as the quantity. Within the last few weeks specimens of the coal obtained beyond the Saskatchewan have been subjected to analysis, with very gratifying results. It was discovered that the coal is a true coal of a bituminous quality, and as a fuel will rank among the best to be obtained from the cretaceous rocks. It is superior to the Vancouver Island coal and to the New Zealand cretaceous lignites, and it yields as good a quality of gas as the best Yorkshire silkstone house coal. Again, during the past year, half-a-dozen companies have been formed for gold mining in the Keewatin and Lake of the Woods districts east of Winnipeg; and it is noteworthy that one of these consists exclusively of New York capitalists, who have jointly undertaken to risk two million dollars in the enterprise. Another important company is the Winnipeg Consolidated Gold Mining Company, with a capital



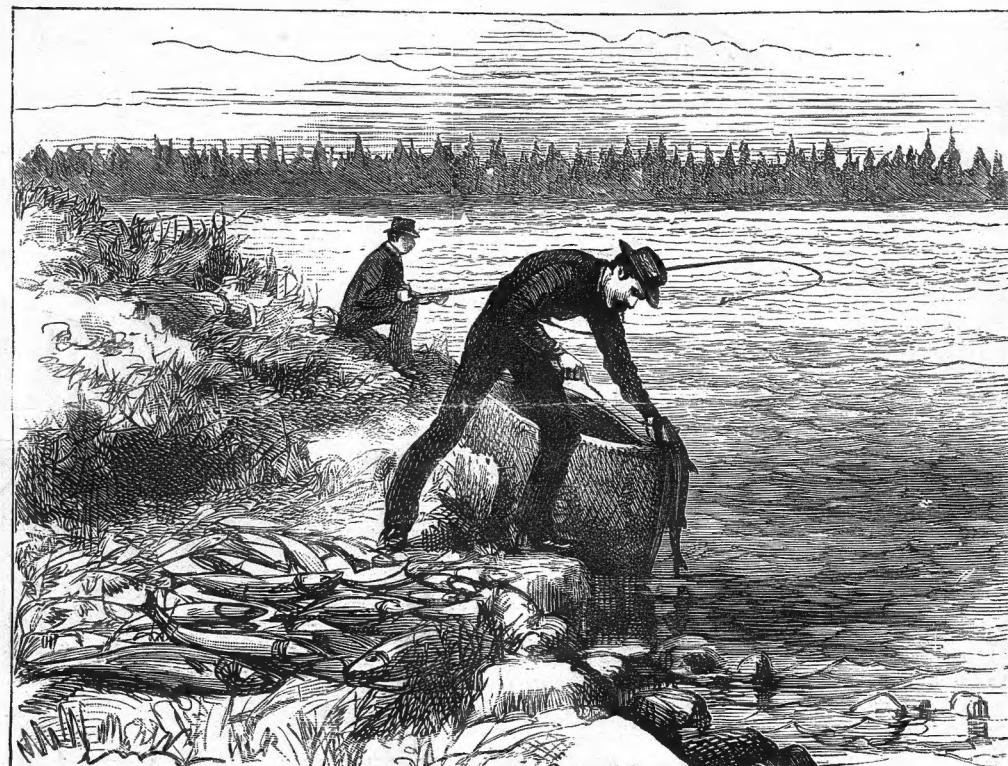
LAKE CHAMPAGNE, MANITOBA.

A few words are necessary, in conclusion, as to the means by which this vast territory of the Canadian North-West, with all its varied resources, has been opened up for settlement. When the confederation of the Canadian Dominion was consummated in 1867, it was recognised that the speedy construction of a line of railroad connecting the Eastern Provinces with British Columbia on the Pacific coast, was a political necessity. The work of exploring and surveying the immense region which intervened—then practically uninhabited save by Indians, and untraversed except by a few adventurous travellers—was begun forthwith. It was a task

which inevitably occupied a long time; but the reports sent to Ottawa were of such a character as to lead the Dominion Government to immediately set about providing the needed means of communication. Progress was slowly made with some sections of the promised railway, till the autumn of 1880; then the undertaking was transferred to a syndicate on terms which promise to prove mutually advantageous to the Dominion itself and to the company into which the syndicate has now developed. The company set to work in earnest in the spring of 1881, and since then marvellous progress has been made. At the present time over 1,700 miles of railway are in operation. The main line west of Winnipeg extends for a distance of 600 miles, and in the course of this year will be carried 300 miles further to the east of the Rocky Mountains. Between Montreal and Winnipeg direct communication has not yet been established, but over 700 miles have already been built by the company or acquired by it from the Government, and, moreover, next year a line of steamers will be running on the lakes in connection with the company's train service, by which an "all-Canadian" route to the North-West will be obtained. And each month, as the work has progressed, the great natural resources of the country have become more and more evident.

To sum up briefly what we have already said:—It is manifest that Manitoba and the North-West are destined to prove one of the chief wheat-producing regions in the world; their suitability for cattle raising is equally apparent, and slowly, but steadily, the extent and nature of their mineral deposits is being gauged. Matters, indeed, have reached such a stage that the Canadian North-West is now declared to be capable of supporting a population of 50,000,000 people in comfort and prosperity. As was

to be expected, and as indeed we have already indicated, no sooner were these facts gradually brought to light, than a remarkable rush for the North-West set in. From Great Britain, from the United States, and from the older provinces of the Dominion, immigrants began to arrive in constantly increasing numbers.



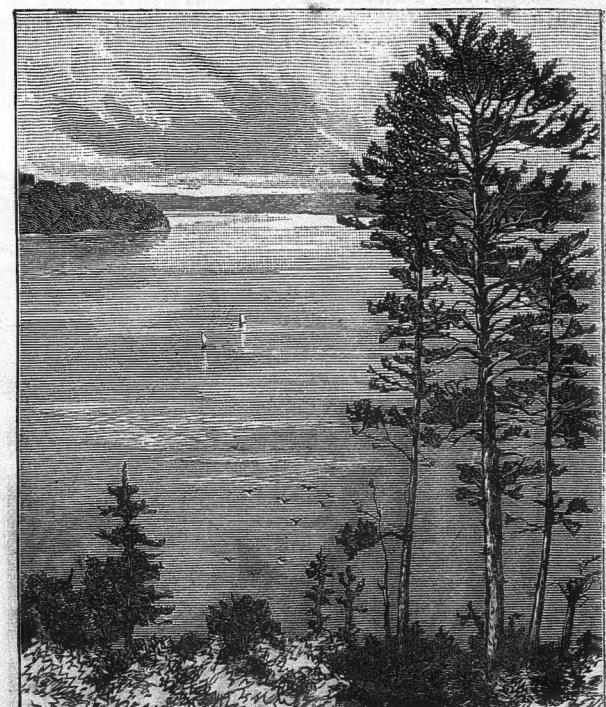
FISHING GROUNDS, SASKATCHEWAN RIVER.

of a million dollars. If the shrewd Yankee is induced to take part in a venture of this kind, it may safely be assumed that the outlook is at least fairly good; and it would seem that he has rightly judged the situation. For a sample of ferruginous gold-bearing quartz, from the neighbourhood of the Lake of the Woods, has just been analysed by Mr. Richard Smith, the director of the Metallurgical Assay Laboratory, Science School, South Kensington, who reports it to yield gold, containing some silver, to the amount of 25 ounces, 13 dwts. 12 grains per ton. Such are some of the elements of the mineral wealth of the country, respecting which most is known. There is good reason, however, to believe also that iron will be found in some abundance in certain districts, and that large deposits of salt exist on Lakes Manitoba and Winnipegosis, and on Salt river, while numerous petroleum springs have been seen for many miles along the Athabasca river. But enough has been said, without going further into detail, to make it apparent that the North-West possesses its fair share of those minerals which contribute most to the comfort and wealth of civilised society. Necessarily the development of these resources will proceed more slowly than that of its agricultural capabilities. But that progress will be made in this respect there can be no doubt.

Not less certain is it that the Western States of the United States will very shortly find a formidable rival in the stock-rearing business spring up across the boundary. Already a number of cattle ranches have been established at the eastern base of the Rocky Mountains, and have proved remarkably successful. Some of them have as many as 20,000 head of stock, and increased attention is being given each year to this industry. In fact, Manitoba and the North-West offer many advantages to the stock grower. Their almost boundless prairies, covered with luxuriant grasses, the cool nights, and the dryness and general healthfulness of the winter are all important elements in his favour; and nearly everywhere there is easy access to good water. Moreover, we should not forget that in a few years it will be difficult to find a vacant ranch in Wyoming, Nebraska, or Montana suitable or capable of sustaining a large herd of cattle. In the Canadian North-West, on the other hand, for a long time to come there will be numerous ranges only waiting to be taken up. And as the settlement of portions of the country (which is now going on rapidly) extends, a good home market will be available for the beef thus produced, in addition to the export trade which will be developed as soon as communication with the seaboard is established. The British consumer will have just cause to rejoice when the latter consummation is achieved.



THE GLEN, LA PORTAGE FALLS.



LAKE DECEPTION. VIEW FROM THE C.P.R. RAILWAY TRAIN.